

[54] TRAVERSING METHOD FOR LONG AND HEAVY ARTICLE

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Related U.S. Application Data

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[30] Foreign Application Priority Data

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[52] U.S. Cl. 414/786; 414/458

[58] Field of Search 414/10, 12, 458, 459, 414/460, 786, 461; 254/7 R, 7 A, 7 B; 104/262

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[57] ABSTRACT

A traversing method for a long and heavy article in which the article is lifted by at least two traversing units each having two trucks, the traversing unit being traversable along a flat area for traverse. The traversing method can be carried out by using a traversing apparatus having at least two traversing units each having two trucks at least one of which being a driving truck having a driving system, while the other may be an auxiliary truck devoid of the driving system. The driving truck is equipped with a truck frame, driving wheels, driving system, lifting device and a steering device. The auxiliary truck can have the same construction as the driving truck, although it is devoid of the driving system. Alternatively, both of the trucks of each traversing unit may be the driving trucks.

8 Claims, 9 Drawing Sheets

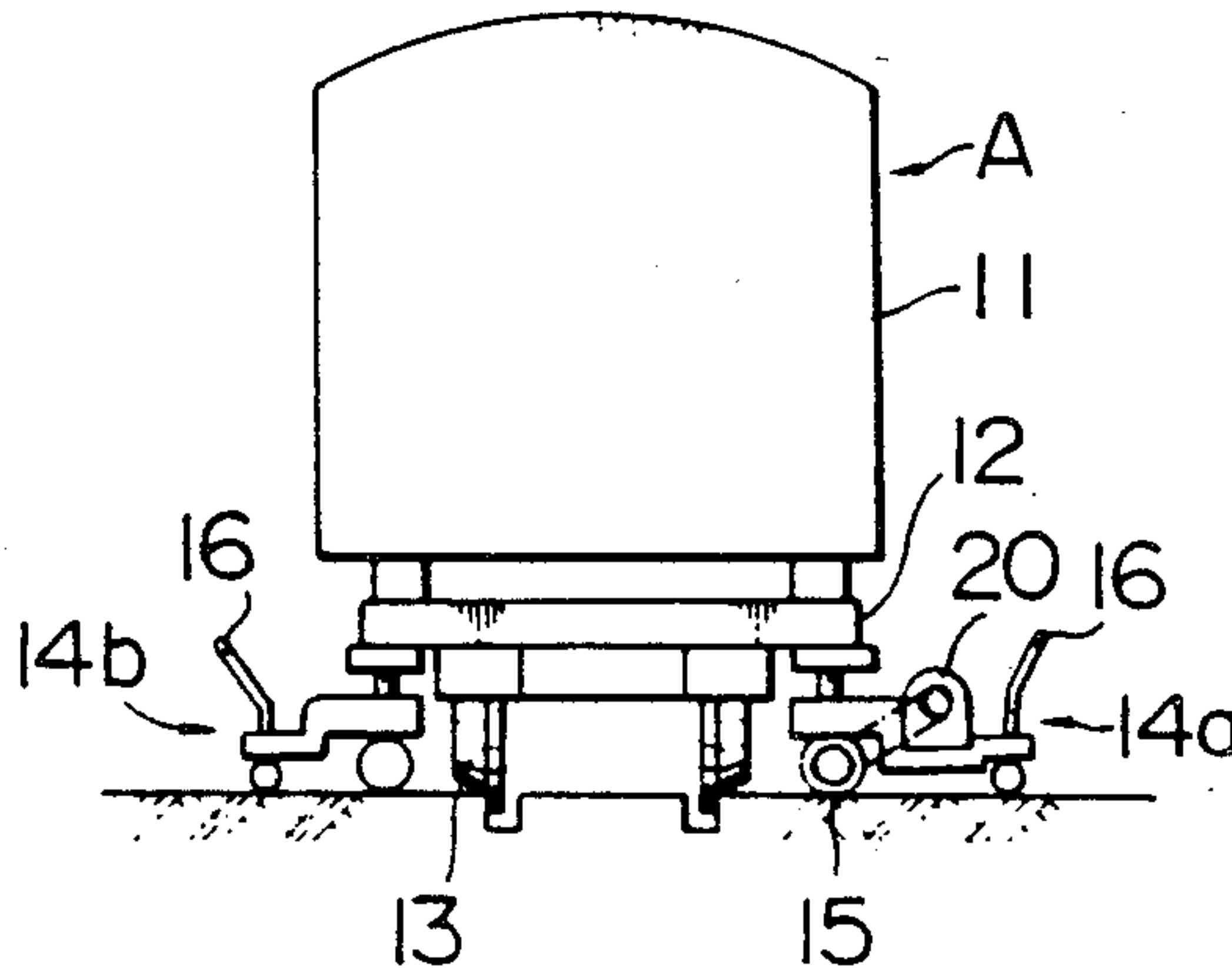


FIG. 1

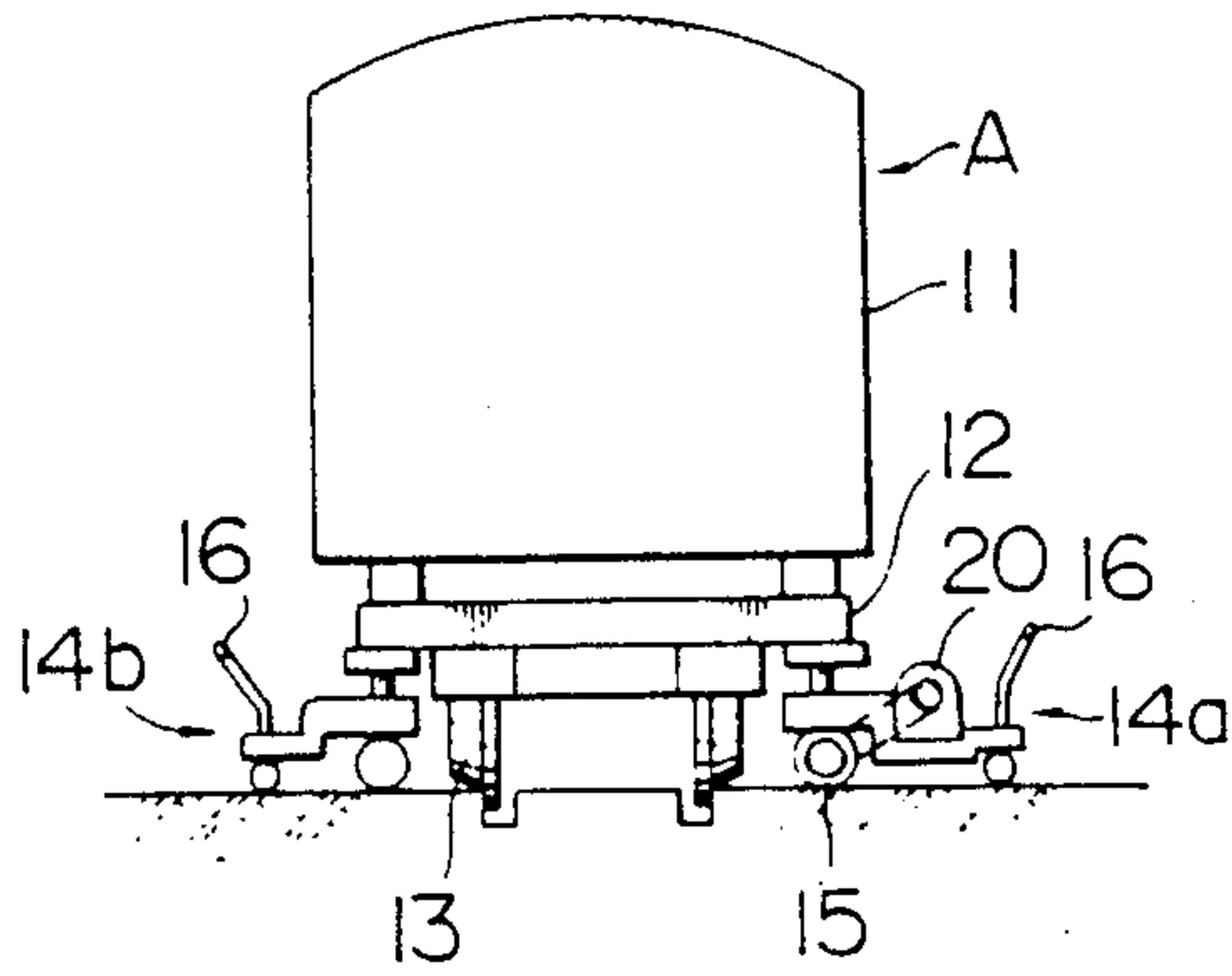


FIG. 2

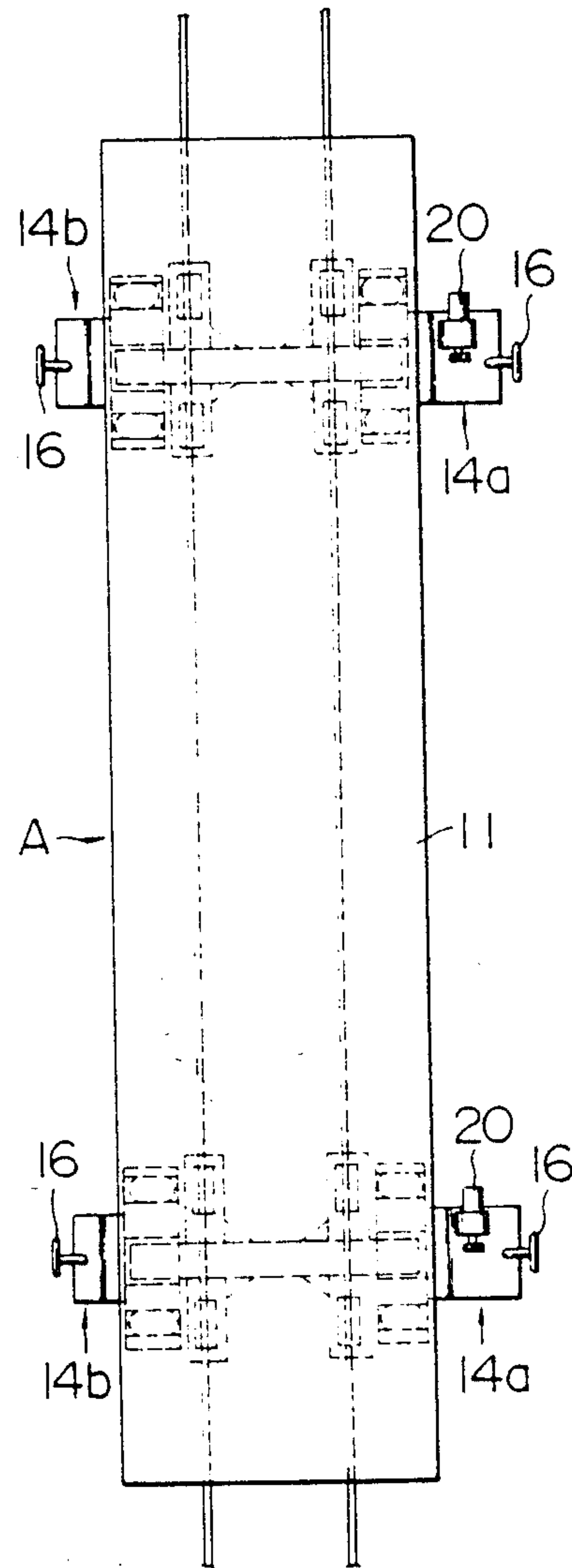


FIG. 3

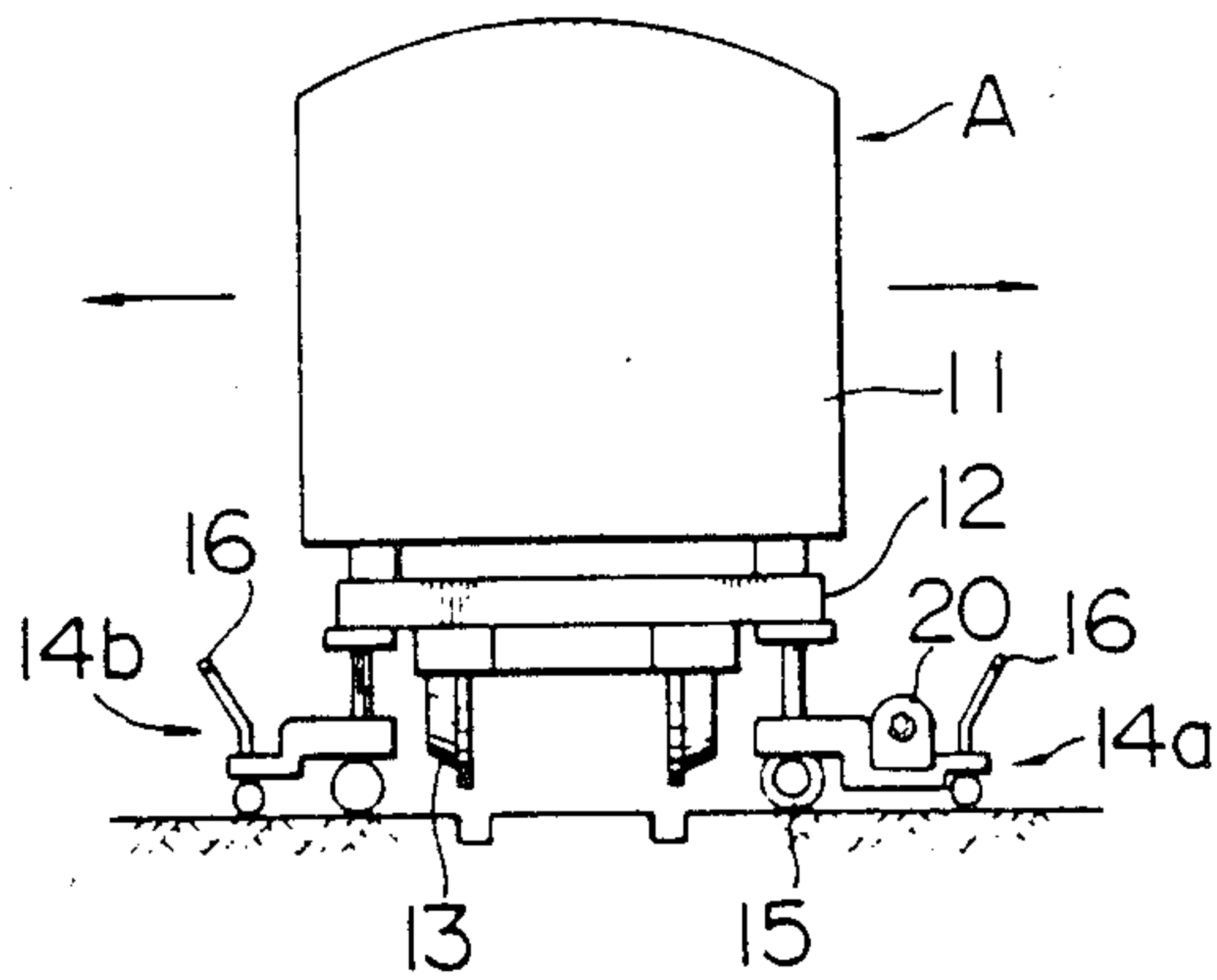


FIG. 4

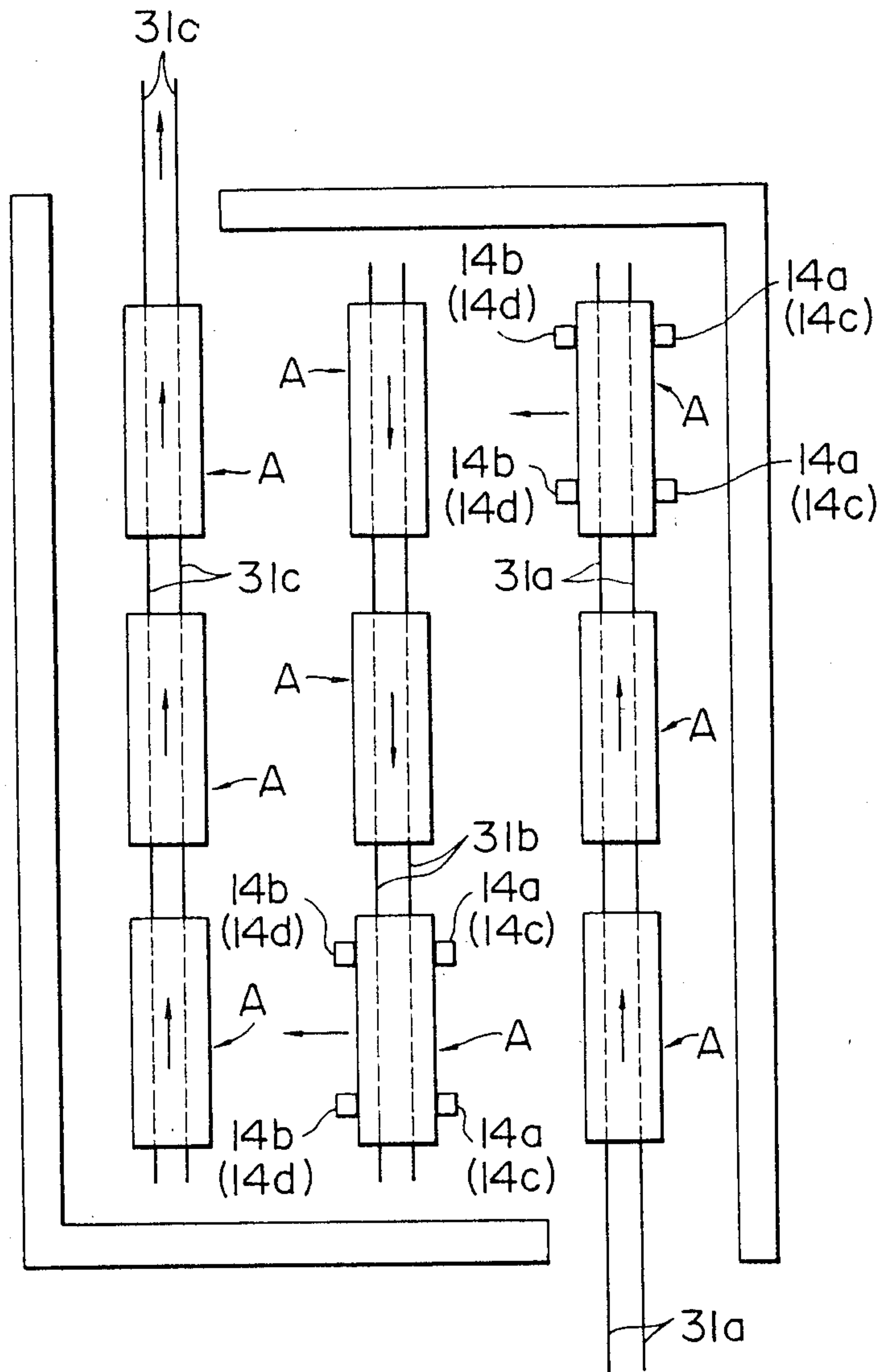


FIG. 5

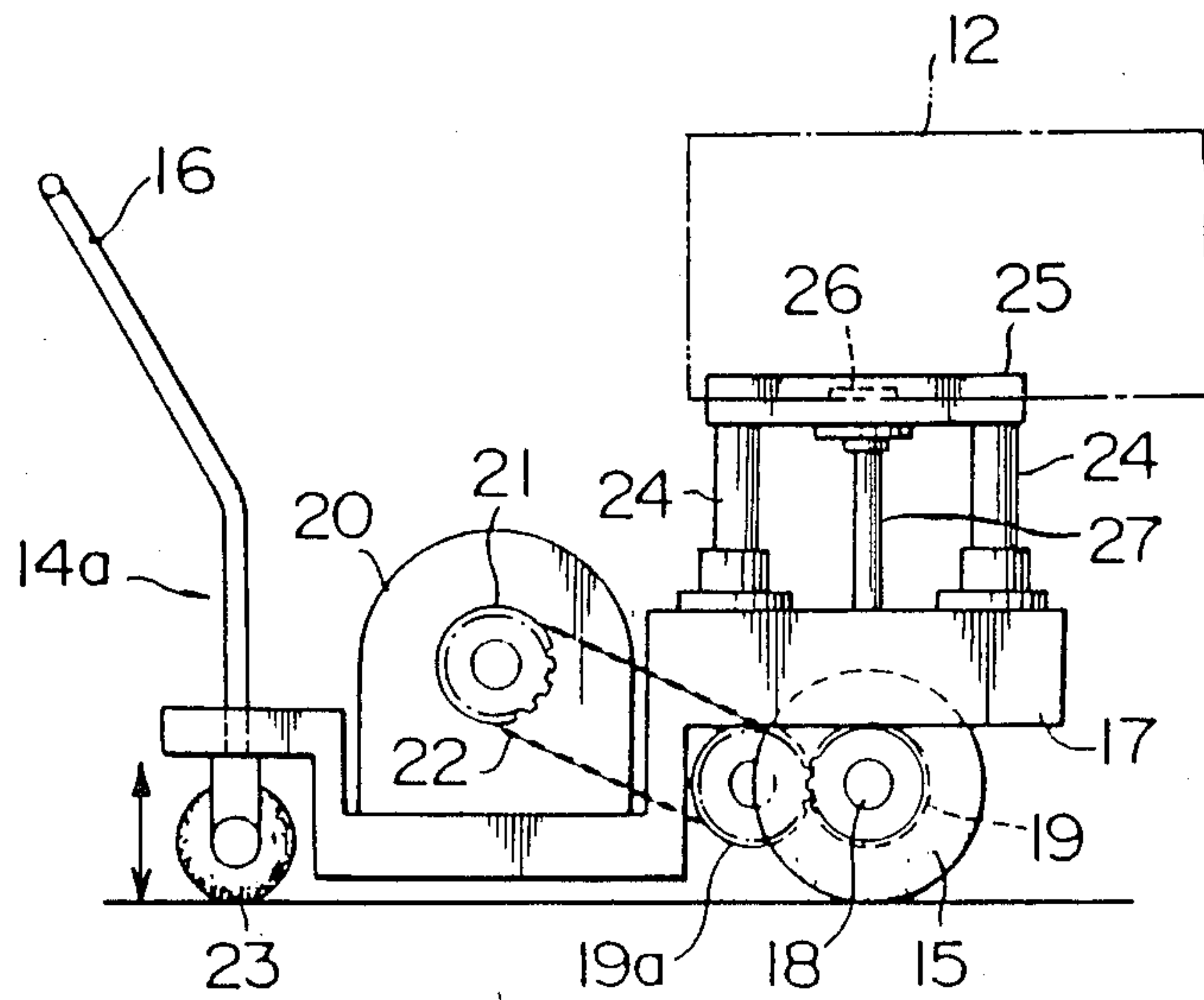


FIG. 6

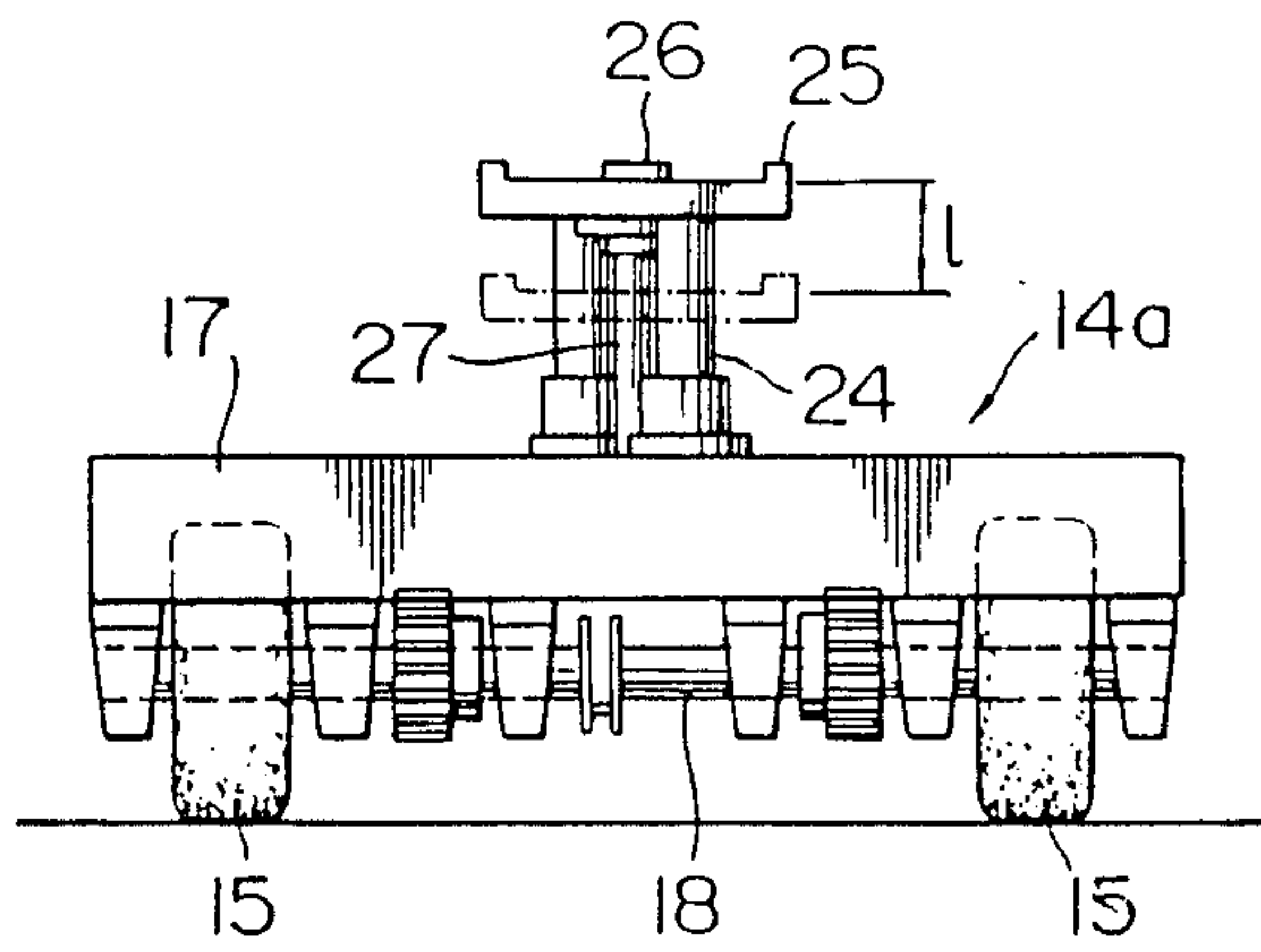


FIG. 7

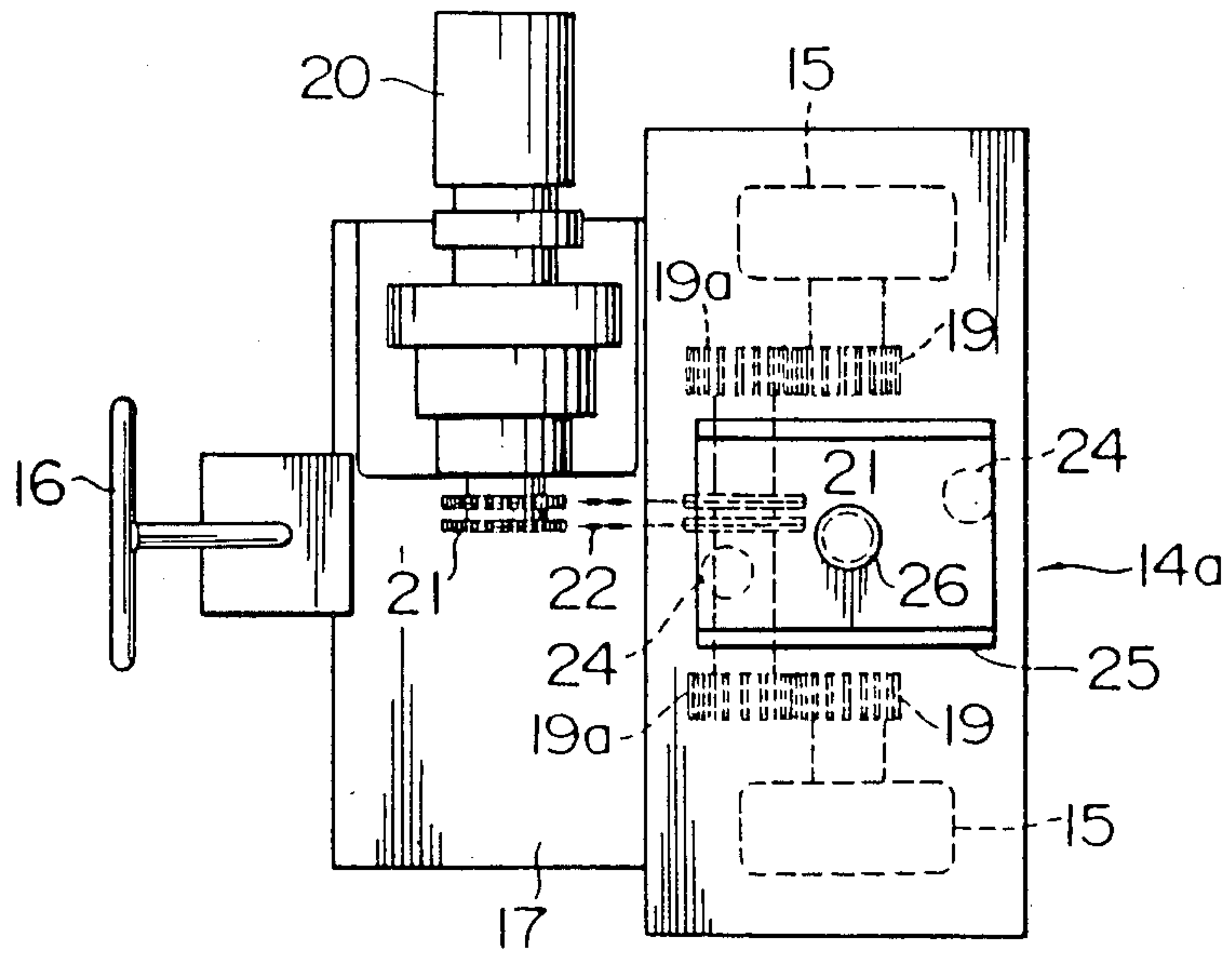


FIG. 8

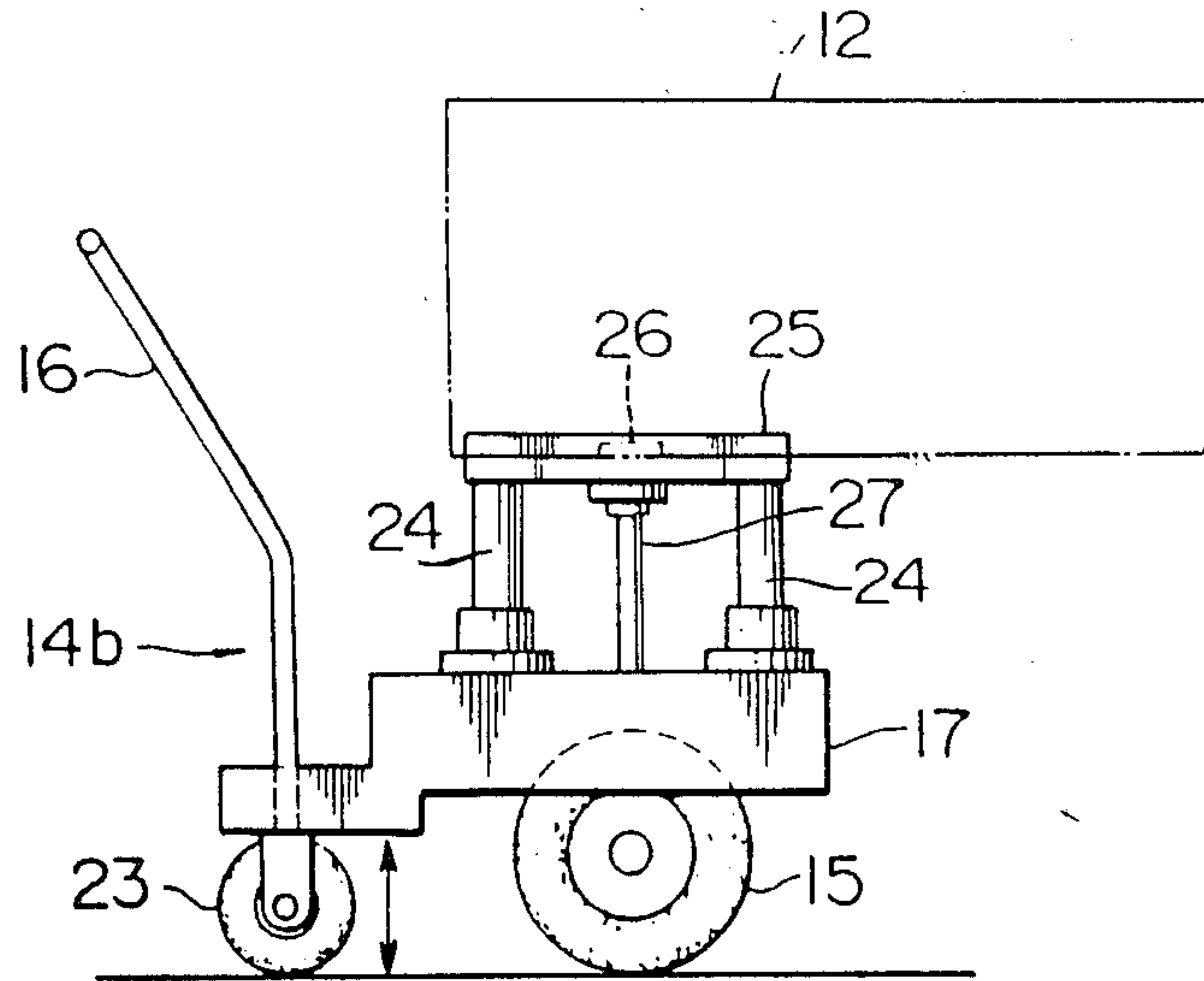


FIG. 9

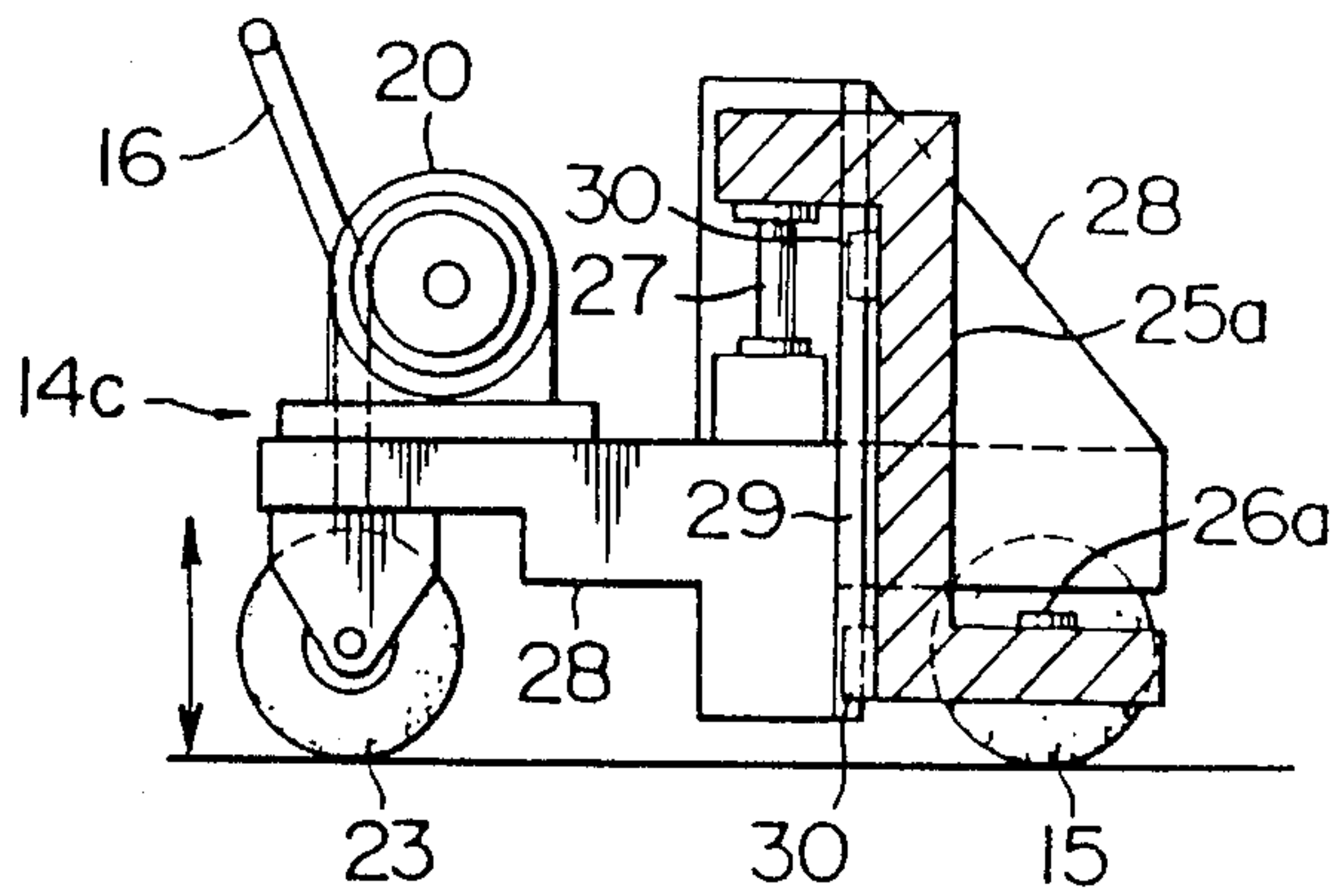


FIG. 11

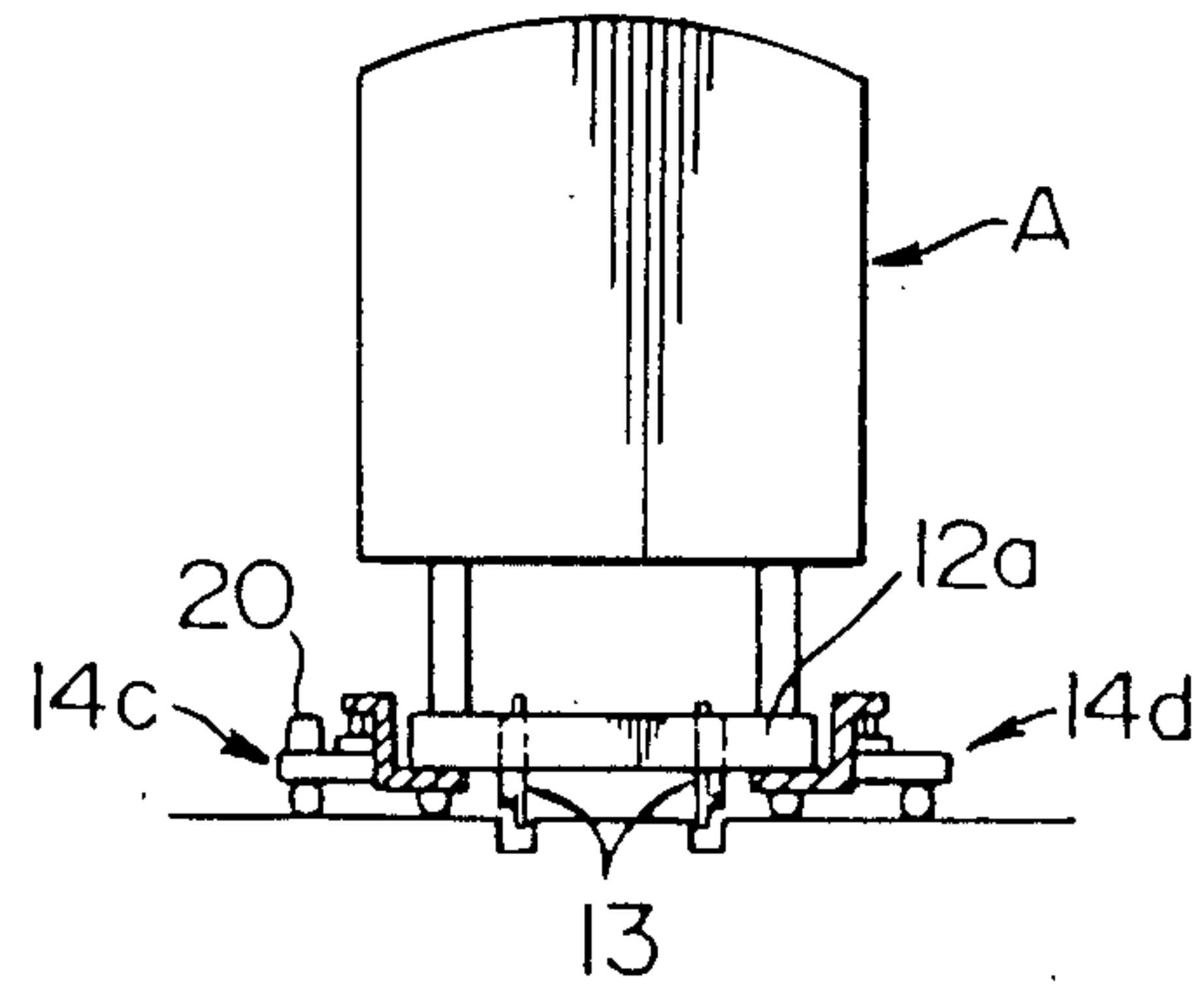


FIG. 10

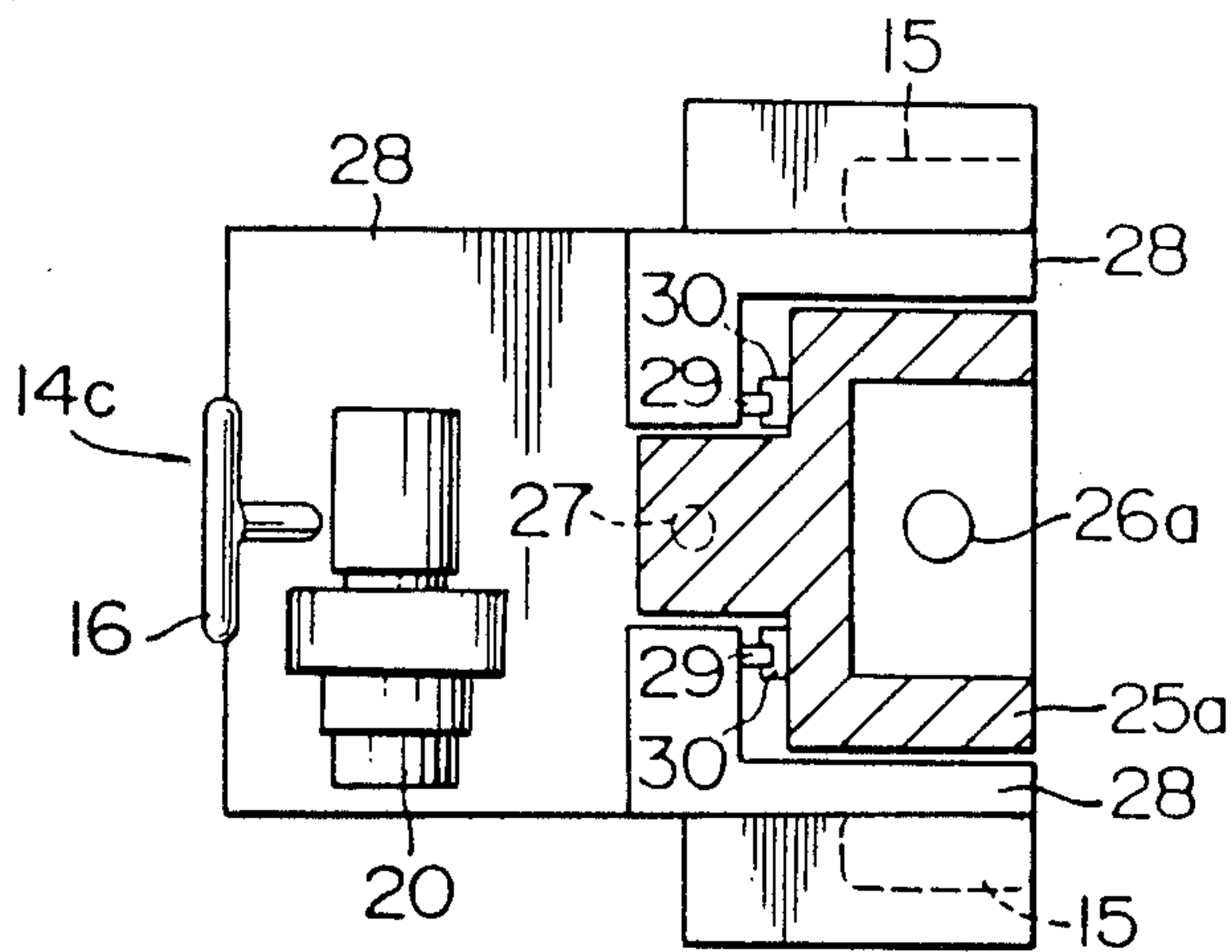


FIG. 12

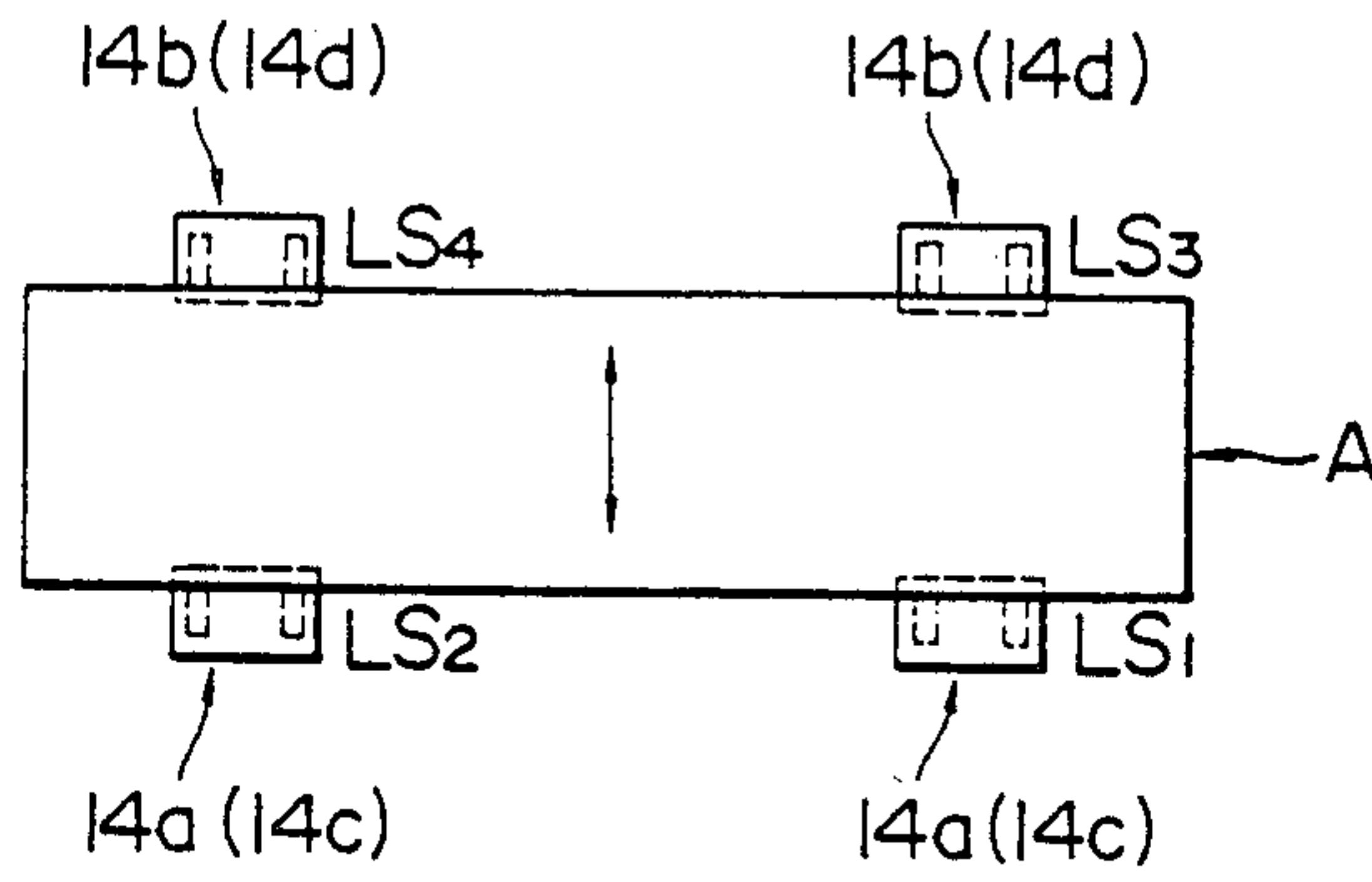


FIG. 13

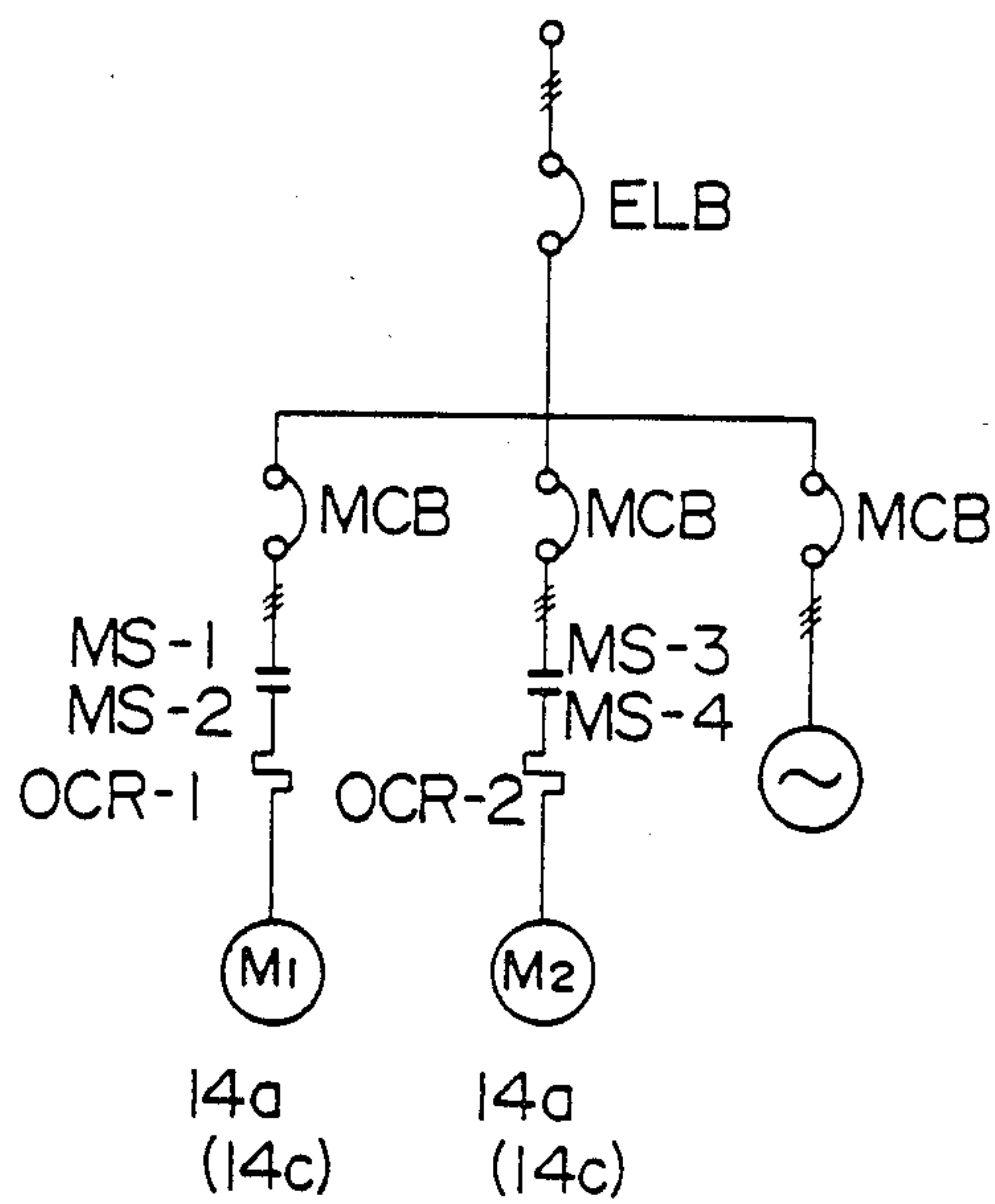


FIG. 14

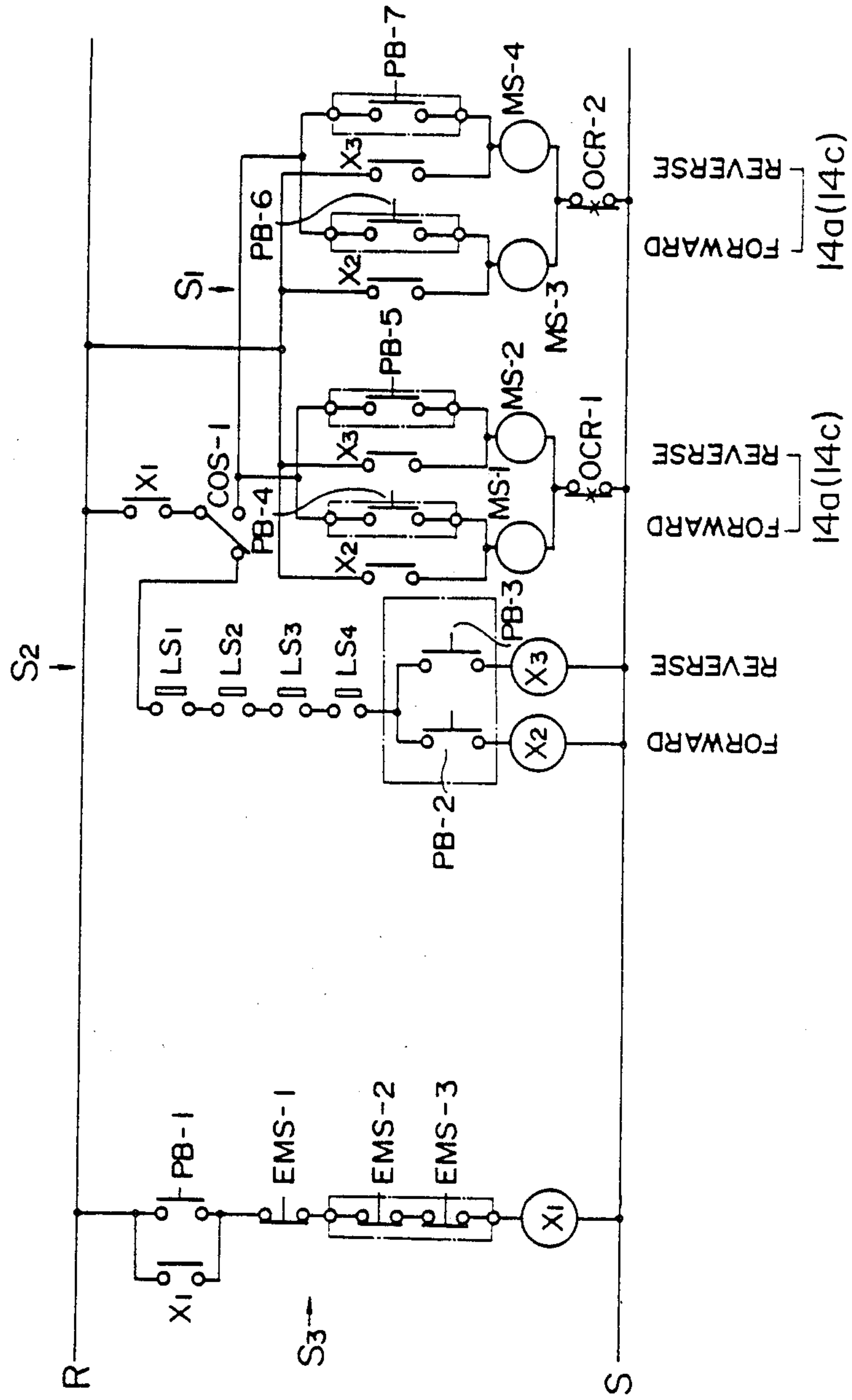


FIG. 15

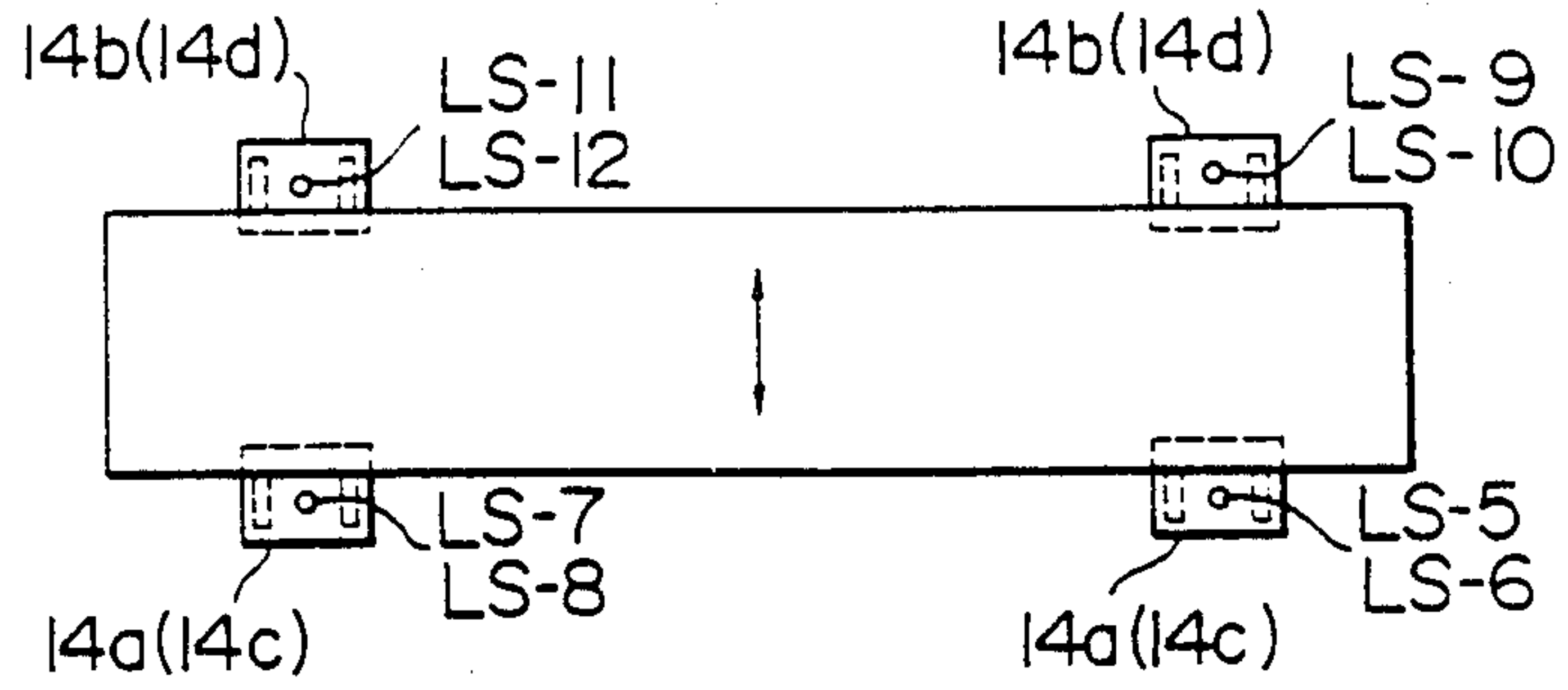


FIG. 16

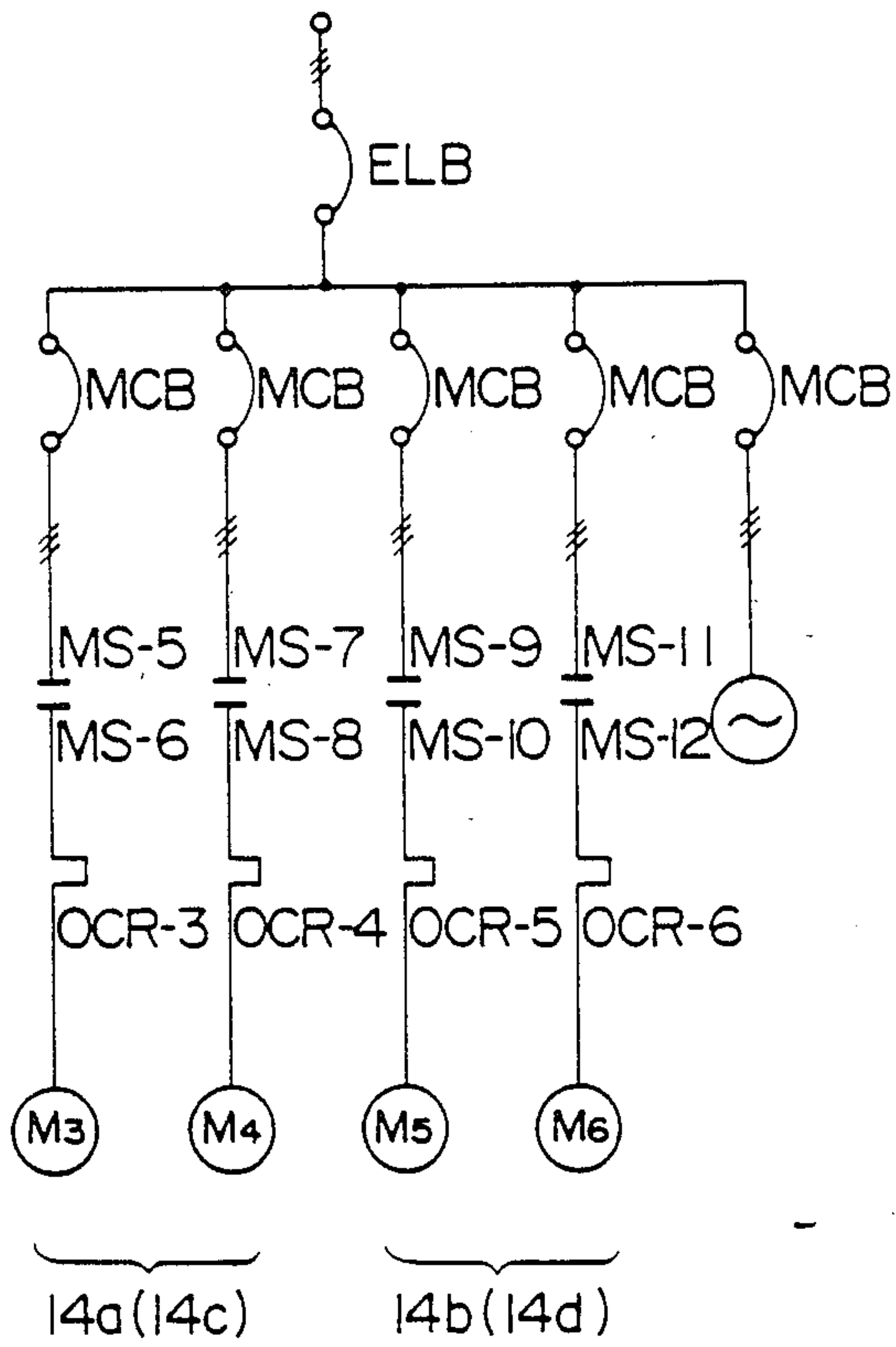
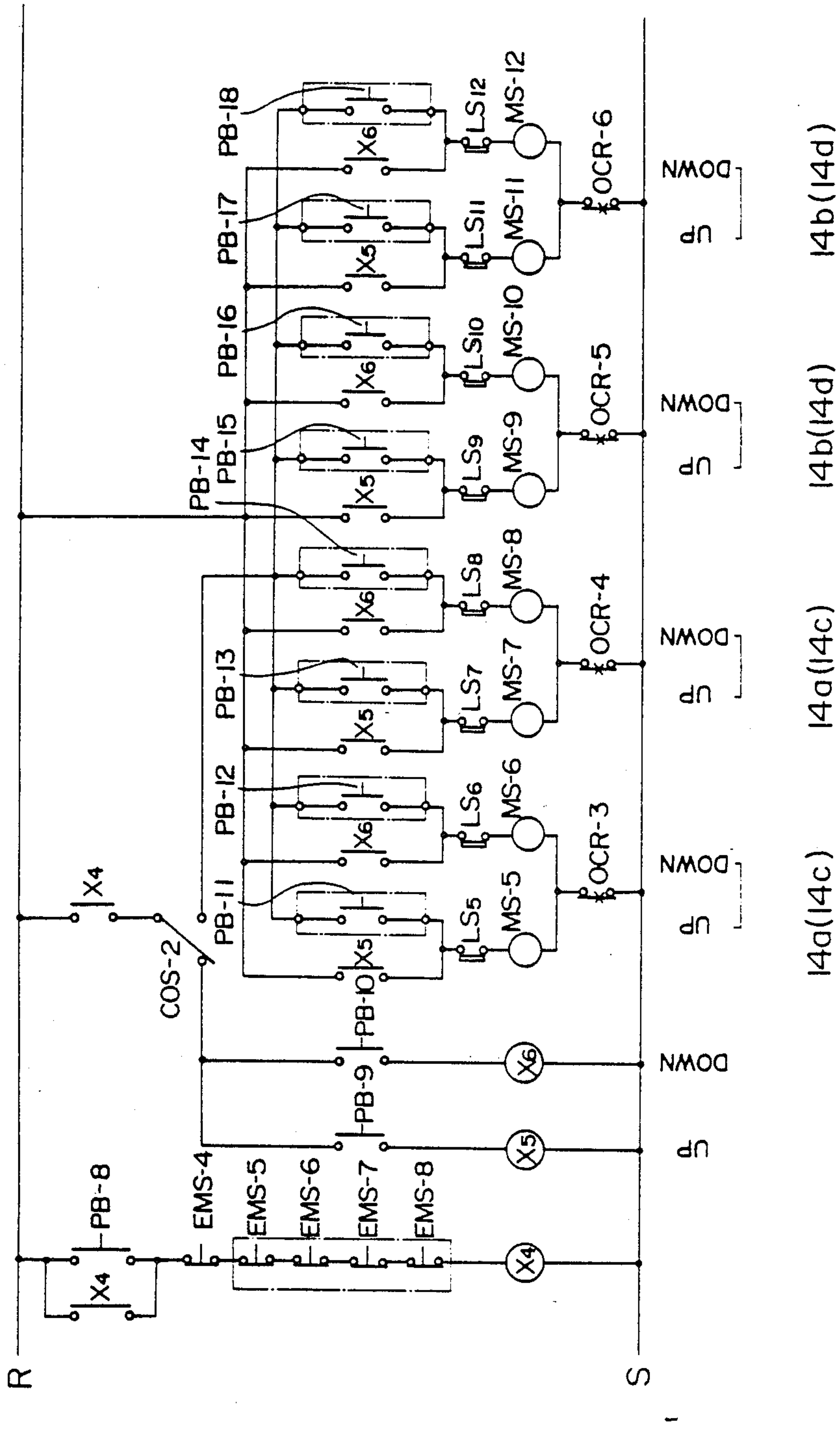


FIG. 17



TRAVERSING METHOD FOR LONG AND HEAVY ARTICLE

This application is a division of application Ser. No. 807,692, filed Dec. 11, 1985, now U.S. Pat. No. 4,721,429.

BACKGROUND OF THE INVENTION

The present invention relates to a traversing method and apparatus for long and heavy articles such as railroad vehicles, containers, large-sized trucks and so forth.

A conventional method for laterally transferring a vehicle such as a railroad car from one railroad track to another employs a traverser which is situated at a specific location. The traverser is installed in a pit which is recessed from the track plane. In transferring the vehicle, the vehicle is brought onto the traverser by being pulled or pushed by a suitable tracting or pushing vehicle and the traverser is moved to the position of the other railroad track, thereby transferring the vehicle to the other railroad track. This method is disclosed in, for example, Japanese Examined Patent Publication No. 16684/1971 (JP-B-46-16684).

Methods are also known in which the vehicle is lifted by a pair of wrecking vehicles or by means of an overhead crane through wire ropes and transferred to the other railroad track. It is also known to make use of an air bearing.

These known methods, however, involve the following problems or drawbacks.

The first-mentioned method, relying upon a traverser situated in a pit recessed from the track plane, encounters the following problems:

(a) Much money and construction work are required for the installation of the traverser.

(b) The installation space is exclusively occupied by the traverser and cannot be utilized for other purposes.

(c) There is a restriction of the space for installing the traverser.

(c) Since the traverser runs in a pit which is recessed under the ground surface, there is a risk that a person can fall into the pit.

(c) The vehicle to be transferred has to be moved onto the traverser by another vehicle.

(f) When a second vehicle not to be transferred is between the vehicle to be transferred and the traverser, the second vehicle also must be transferred to another track by means of the traverser.

On the other hand, the second-mentioned method which employs wrecking vehicles or an overhead crane for lifting the vehicle encounters the following problems:

(g) The traversing operation is possible only within the reach of the overhead crane.

(h) There is a risk of damaging of the vehicle through collision with obstacles due to swing of the lifted vehicle.

(i) The wrecking vehicle or the overhead crane has to be arranged at least in a pair because the vehicle usually has a large length.

(j) It takes a considerable time for suppressing the lateral swing of the vehicle, so that the transfer to the other rail tracks requires much time and labour.

(k) Before lifting the vehicle, it is necessary to securely fix the bogie to the vehicle body to prevent it from coming off. Alternatively, another bogie has to be sta-

tioned on the other railroad track and the vehicle body separated from the old bogie transferred to the other bogie on the other railroad track. Such work is labourious and necessitates another bogie.

In addition, the known methods explained above commonly face the following problem:

(1) In factories for assembling railroad vehicles, the railroad tracks may terminate at the ends of the yards. In such a case, it is impossible to adopt the tact type production system in which the product vehicles are sent one by one, insofar as the known traversing methods are employed.

SUMMARY OF THE INVENTION

Accordingly, it is a primary object of the invention to provide a traversing method and apparatus which allow, by a simple and reasonable arrangement, safe and quick traverse of an object anywhere, at any time desired without encountering any restriction of the traverse position and without requiring shifting of any obstacles, such as another vehicle, thereby overcoming the above-described problems of the prior art.

To these ends, according to one aspect of the invention, there is provided a traversing method for a long and heavy article comprising the steps of: preparing at least two traversing units each having two traversable trucks arranged on a flat area at which traverse takes place, the trucks of each traversing unit being adapted to be arranged on the left and right sides of the article respectively; lifting the article on the area to a level high enough to permit the article to clear any obstacle during traversing by the at least two traversing units; and causing the traversing units to traverse by their own power in a different direction from that of the axis of the article.

According to another aspect of the invention, there is provided a traversing apparatus for long and heavy article having a plurality of independent trucks, preferably four, including two driving trucks and auxiliary trucks corresponding in number to the driving trucks; each truck including a truck frame support wheels mounted under the truck frame, and a guide wheel; the two driving trucks including, as one of the support wheels, at least one; driving wheels; and a driving unit for operating the driving wheels. Each of all four or more trucks includes a lifting means for lifting and lowering the article to and from a predetermined level and a steering means for steering the guide wheel to steer the truck to any desired position. The auxiliary trucks have the same construction as the driving trucks except that they lack the driving system; the driving truck and the auxiliary truck are adapted to be arranged on both sides of the article such that the opposing driving truck and auxiliary truck in combination constitute a traversing unit.

Alternatively, the traversing apparatus of the invention may employ four driving trucks of the same construction as that shown above.

The invention offers the following advantages:

(a) Traversing of long and heavy article such as a vehicle can be conducted regardless of the place or position, provided that the floor surface is flat, unlike the conventional arrangement in which the traversing function is available only at a limited place where the traverser is located.

(b) Since the traverse trucks are mobile, they can be brought to anywhere as desired.

(c) The traversing apparatus can apply not only to the vehicles but also to other long articles as well.

(d) Installation cost is remarkably reduced as compared with the conventional system which employs wrecking vehicles or overhead cranes.

(e) Even when long and heavy vehicles are successively moved into the end of yard, it is possible to transfer only a selected vehicle without requiring shifting of other vehicles.

(f) It is not necessary to pull or push the vehicle to the traversing position.

(g) The setting of the traverser trucks can be done in a short time and the traverse can be conducted quickly without risk of damaging the long and heavy article such as a vehicle.

(h) Where the long and heavy article is a vehicle, the bogie can be lifted together with the vehicle body, so the bogie need not be fixed to the vehicle body.

(i) After being set under the vehicle, the traverser trucks can be moved together or independently of each other. In addition, the positioning operation during lowering of the vehicle is facilitated.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a front elevational view of an embodiment of a traversing apparatus in accordance with the invention in the state set under a vehicle;

FIG. 2 is a plan view of the traversing apparatus of the invention in the same state as FIG. 1;

FIG. 3 is a front elevational view of the traversing apparatus as shown in FIG. 1 in the state after lifting of the vehicle;

FIG. 4 is a plan view illustrating an embodiment of the traversing method of the invention;

FIG. 5 is a side elevational view of a driving truck incorporated in a traversing apparatus of the invention;

FIG. 6 is a front elevational view of the driving truck as shown in FIG. 5;

FIG. 7 is a plan view of the driving truck as shown in FIG. 5;

FIG. 8 is a side elevational view of an auxiliary truck incorporated in the traversing apparatus of the invention;

FIG. 9 is a partly-sectioned side elevational view of a modification of the driving truck shown in FIG. 5;

FIG. 10 is a partly-sectioned plan view of the driving truck as shown in FIG. 9;

FIG. 11 is a partly-sectioned front elevational view of traversing apparatus similar to that shown in FIG. 1, showing a different embodiment which incorporates the driving trucks shown in FIG. 9;

FIG. 12 is a plan view showing the general arrangement of a driving truck and an auxiliary truck;

FIG. 13 is a power circuit diagram for the driving motor of the driving truck as shown in FIG. 12;

FIG. 14 is a control circuit diagram of the circuit for controlling the power circuit as shown in FIG. 13;

FIG. 15 is a plan view similar to FIG. 12, making use of an electrically driven screw jack;

FIG. 16 is a power circuit diagram for the traversing apparatus shown in FIG. 15; and

FIG. 17 is a control circuit diagram for controlling the power circuit shown in FIG. 16.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

FIGS. 1, 2 and 3 show a traversing apparatus of the invention which employs a plurality of traversing units

each having a driving truck and an auxiliary truck, and intended for the traversing of a railroad vehicle from one railroad track to another.

Referring to these Figures, a numeral 11 denotes the body of a railroad vehicle A which is carried by a body bolster 12 of a bogie adapted to run along a railroad track. The bogie has wheels 13. The apparatus has a self-propelled driving truck 14a equipped with a driving unit and an auxiliary truck 14b which is not power-driven. These two types of trucks 14a and 14b are arranged to oppose each other thereby forming a traversing unit.

FIG. 4 is a plan view showing an embodiment of the traversing method in accordance with the invention. Railroad vehicles are successively assembled and moved along a railroad track 31a which is terminated at its one end. The traversing apparatus of the invention is effectively used in laterally transferring each vehicle A from one railroad track, e.g. 31a, to another railroad track, e.g. 31b, and vice versa. To this end, a plurality of traversing units, each consisting of a driving truck 14a and an auxiliary truck 14b, are set under the vehicle A to be transferred. The driving trucks and the auxiliary trucks have support wheels mounted under the truck frames. More specifically, the traversing units are set under the body bolster 12 of the vehicle A, in a manner shown in FIGS. 1 to 3. Then, the lifting means of the trucks 14a, 14b are operated so as to lift the vehicle A to a predetermined height above the ground surface, and the driving trucks 14a traverse the railroad track, thus laterally shifting the railroad vehicle A.

The setting of the traversing units are conducted as follows: The driving trucks 14a and the auxiliary trucks 14b are pooled in a suitable truck pool (not shown) when they are not used. From the pool, the driving trucks 14a run to the desired positions under the vehicle A by its propelling power. During running, the truck 14a is steered by means of a steering handle bar 16 which changes the direction of the guide wheel 25. On the other hand, the auxiliary trucks 14b are moved to the desired positions by manual effort, while being steered in the same manner as the driving truck 14a. Finally, the trucks 14a, 14b are set under the vehicle A as shown in FIGS. 1 and 2.

A description will be made hereunder as to the construction of the driving truck 14a which constitutes a part of the traversing unit in the traversing apparatus of the invention, with reference to FIGS. 5 to 7.

FIGS. 5, 6 and 7 are a side elevational view, a front elevational view and a top plan view of the driving truck 14a which is set under the body bolster 12 along one lateral side of the latter. The driving truck 14a has a truck frame 17. A pair of support wheels serving as driving wheels 15 are connected to a wheel axle 18 which is journaled on the front underside of the truck frame 14a. The wheel axle 18 has a gear 19 meshing with a gear 19a which is driven by a driving power unit 20 carried by the truck frame 17 through a driving power transmission including a sprocket 21, chain 22 and so forth. Preferably, a suitable disconnecting means such as a clutch (not shown) is provided in the transmission so that the driving wheels 15 are disconnected as desired from the power train to allow the driving truck 14a to be pushed and pulled by manual force. It is also preferred that a speed changing gear (not shown) be provided in the power unit 20 so that the driving wheel 14a can reach the aimed position quickly.

A guide wheel 23 provided on the rear side of the truck frame 17 is adapted to be steered by the steering handle bar 16 the steering function of which can be nullified after the setting of the truck 14a. The guide wheel 23 is so constructed that it can be raised above the ground surface after the truck 14a is set. The truck frame 17 carries at its upper front side a plurality of extensible and retractable guide rods 24 the upper ends of which are connected to the underside of a vehicle supporting member 25 as best seen from FIG. 5. The vehicle supporting member 25 is provided with a protruding means, herein shown as a pair of upwardly directed flanges, and a stopper protrusion 26 which is adapted to be received in means including a recess (not shown) formed in the underside of the body bolster 12, thereby connecting and fixing the vehicle supporting member 25 to the body bolster 12 against any lateral movement. Namely, the vehicle A is prevented from accidentally coming off from the driving truck 14a during traversing. Each truck may be steered and set into position under the connecting means on the underside of the vehicle A with the support wheels of each truck aligned in a common orientation with support wheels of the other trucks set under the vehicle A, allowing the vehicle A to be traversed when carried by the trucks in the direction determined by the common orientation of the support wheels, the guide wheels being lifted out of engagement with the ground surface.

A reference numeral 27 designates a jack which may be a hydraulic jack or a screw jack driven by an electric motor. The upper end of the hydraulic jack 27 is connected to the center of the underside of the vehicle supporting member 25. The arrangement is such that the vehicle supporting member 25 is moved up and down by a predetermined stroke 1 as shown in FIG. 6, as a power source (not shown) such as a hydraulic pump operates. When the member 25 has been lifted to the upper end of its stroke 1, the vehicle A leaves the ground surface, whereas when the same is in the lower end of its stroke, the vehicle supporting member 25 is separated from the body bolster 12.

FIG. 8 shows the auxiliary truck 14b in side elevation. The auxiliary truck 14b has a basic construction which is substantially the same as that of the driving truck 14a, although it is devoid of the self-propelling means including the power unit 20, sprockets 19, 21 and chain 22. Therefore, the parts of the auxiliary truck 14b common to those of the driving truck 14a are denoted by the same reference numerals. As stated before, the auxiliary truck 14b constitutes, in combination with the opposing driving truck 14a, a traversing unit capable of laterally traversing the vehicle A.

FIGS. 9 to 11 in combination show modified trucks 14c and 14d. In this case, the vehicle supporting member 25a is arranged such that it can support the body bolster 12a even when the height of the latter is extremely low. The function of the vehicle supporting member 25a is the same as the vehicle supporting member 25 used in the driving vehicle 14a and the auxiliary truck 14b of the first embodiment. The driving and auxiliary trucks of this modification are denoted by numerals 14c and 14d, respectively. The vehicle supporting member 25a has a substantially Z-shaped configuration with an elongated vertical portion when viewed in a vertical section, with the lower side thereof disposed in the close proximity of the ground surface. The stopper protrusion 26a is provided on the upper surface of this lower side of the member 25a. The vehicle supporting member

25a is mounted on the frame 28 of the truck such that it can be moved up and down by a hydraulic jack 27 (or a screw jack driven by an electric motor) acting between the frame 28 and the lower surface of the upper side of the vehicle supporting member 25a. For the purpose of smoothing this vertical movement of the vehicle supporting member 25a and, hence, preventing vibration of the vehicle supporting member 25a, a vertical guide 30 provided on a vertical surface of the vehicle supporting member 25a slidably fits on a pair of vertical guide rails 29 provided on the truck frame 28. In FIGS. 9 and 10, the same reference numerals are used to denote the same members or parts as those used in FIGS. 5 to 7 which show a first embodiment. It will be clear to those skilled in the art that the auxiliary truck 14d shown in FIG. 11 has a construction which is substantially the same as that of the driving truck 14c explained in connection with FIGS. 9 and 10, except that it lacks the self-propelling system.

In moving the vehicle A up and down, the hydraulic jacks 27 (or screw jacks driven by electric motors) of the driving and auxiliary trucks 14a, 14c; 14b, 14d on both sides of the vehicle A have to operate strictly at an equal rate, in order to prevent the vehicle A from accidentally turning sideways. This can be achieved basically through cooperation of two persons. Namely, assuming here that the vehicle is to be supported at its one longitudinal end by a traversing unit composed of the driving and auxiliary trucks 14a, 14b (or 14c, 14d) and at its other longitudinal end by another traversing unit, two operators first operate hydraulic pumps of opposing trucks 14a, 14b (or 14c, 14d) of the first traversing unit such that both sides of one end of the vehicle are lifted evenly. Then, the operators operate the hydraulic pumps of the other traverser unit such as to lift both sides of the other end of the vehicle evenly.

Alternatively, the traversing unit may be constructed such that the hydraulic jacks on both trucks 14a, 14b (or 14c, 14d) are operated by a single hydraulic pump which is mounted on either one of the trucks constituting the traversing unit. In such a case, an operator can actuate the hydraulic jacks on both trucks simultaneously, thereby evenly lifting both sides of the vehicle. Obviously, the manually operated hydraulic pump may be replaced by an electric motor.

An embodiment of the traversing method in accordance with the invention will be explained hereinunder with reference to FIGS. 12 to 14.

As will be understood from these Figures, a circuit for controlling the operation of the traversing apparatus has an independent-operation switch unit S1 for actuating each driving truck 14a independently, a simultaneous-operation switch unit S2 for actuating the driving trucks 14a of all the traversing units simultaneously, and an operation switch unit S3 which is provided with emergency stop switches EMS-2 and EMS-3. In addition, each driving truck 14a is provided with forward push button switches PB-4, PB-6 and backward push button switches PB-5, PB-7, which are used in the independent operation mode of the apparatus.

For setting the traversing units, the operator first pushes the push button switch PB-1 shown in FIG. 14 and then turns the change-over switch COS-1 to select the switch unit S1, i.e. the independent operation mode. In this state, each of the driving trucks 14a can be operated independently as the associated independent operation switch PB-4, PB-5, PB-6 or PB-7 is pressed. In this manner, the independent driving trucks 14 are moved to

the aimed positions and are set there under the vehicle A. After the setting of all traversing units, the change-over switch COS-1 is turned again to select the switch unit S2, and the push button switches PB-2 and PB-3 are operated so that the vehicle A traverses from the railroad track 31a to another railroad track 31b and from the railroad track 31b further to still another railroad track 31c as shown in FIG. 4.

Relays X2 and X3 are not energized even though the switches PB-2 and PB-3 are depressed, unless limit switches LS1 to LS4 for detecting the vertical stroke limits of the screw jacks are operated.

After the vehicle A has traversed to the position above the railroad track 31b, if all the wheels of the vehicle A are aligned with the rails of the railroad track 31b, the vehicle A is gradually lowered until the wheels come to rest on respective rails. If, however, there is misalignment of the wheels with the rails, the change-over switch COS-1 is turned again to select the independent operation mode, and the positions of the driving trucks 14a are adjusted independently by means of the push button switches PB-4 to PB-7, until the wheels are brought into alignment with the rails.

After attaining the alignment, the vehicle A is lowered by the operation of the hydraulic jack or the screw jack, so that the wheels of the vehicle A come to rest on the rails of the railroad track 31b. The operation of the hydraulic jack or the screw jack is continued so that the vehicle supporting member 25 is further moved downward leaving the body bolster 12. Then, the driving truck 14a and the auxiliary truck 14b are moved apart from each other outwardly from the vehicle, thus completing the traverse of the vehicle A.

In FIGS. 12 to 14, a symbol ELB represents a leak current circuit breaker, MCB represents a circuit breaker, MS-1 to MS-4 represent magnet switches, OCR-1 and OCR-2 represent overcurrent relays, M1 and M2 represent driving motors for the driving trucks, and X1 to X3 represent relays.

A description will be made hereinunder as to the operation of an embodiment which incorporates screw jacks driven by electric motors, with reference to FIGS. 15 to 17.

In this case, the screw jacks of all the trucks 14a, 14b or 14c, 14d are provided with synchronous electric motors M3 to M6 of the same capacity, so that the trucks 14a, 14b or 14c, 14d of all the traversing units operate in synchronism such as to lift and lower their vehicle supporting members simultaneously. When the lifting and lowering operation of an independent truck is necessary, the change-over switch COS-2 is turned to the rightside contact in FIG. 17, and the lifting push button PB-11, PB-13, PB-15 or PB-17 of the desired truck is pushed so that the screw jack of the truck is operated to lift the vehicle supporting member independently of other trucks. Similarly, the lowering operation of a desired truck can be performed by pushing the lowering push button switch PB-12, PB-14, PB-16 or PB-18.

Conversely, when it is desired that the screw jacks of all the trucks are operated simultaneously, the change-over switch COS-2 is switched to the left side as viewed in FIG. 17 so as to select the simultaneous operation mode. Thereafter, the screw jacks of all the four trucks are operated for lifting and lowering operation, by operating push button switches PB-9 and PB-10, respectively.

The arrival at the upper and lower stroke ends are detected by respective limit switches LS5 to LS12 which in turn produce signals for stopping the associated synchronous motors M3 to M6.

In FIGS. 15 to 17, ELB represents a leak current circuit breaker, MCB represents a circuit breaker, MS-5 to MS-12 represent magnet switches, OCR-3 to OCR-6 represent overcurrent relays, EMS-4 to EMS-8 are emergency stop switches, and X4 to X6 represent relays.

In the described embodiments, the traversing unit is composed of a driving truck 14a and an auxiliary truck 14b which are adapted to be set on the left and right sides of the vehicle A. This, however, is not exclusive and the traversing unit may be composed of two driving trucks of the same construction.

It will also be clear to those skilled in the art that the invention is applicable equally well to traversing of long and heavy articles or structures such as containers, large-size trucks and so forth, although the foregoing description specifically mentions railroad vehicles.

What is claimed is:

1. A method of transporting a long and heavy article on a substantially flat surface in a direction which is transverse with respect to a longitudinal axis of the article from a first location to a desired location, the article having two lengthwise ends and two widthwise sides, the method comprising the steps of:

disposing a first pair of wheel tracks at one of the lengthwise ends of the article and a second pair of wheeled trucks at the other lengthwise end of the article, the two trucks of each pair being located on opposite widthwise sides of the article from one another, at least one truck of each pair being self-propelled, each of the trucks being independently movable and steerable and being connected to the others solely by the article;

steering the trucks in the direction in which the article is to be transported;

lifting the article by lifting means carried on the trucks to a level high enough to permit the article to clear any obstacle between the first location and the desired location during transport;

operating the self-propelled trucks to propel the trucks and transport the article transversely to the desired location;

lowering the article at the desired location by said lifting means; and removing said trucks from the article.

2. A transporting method as claimed in claim 1, wherein each of the trucks has a steerable wheel and non-steerable coaxial load-bearing wheels, wherein the step of steering the trucks is carried out with the steerable wheel in ground contact, and including the further step of raising the steerable wheel off the ground during transport of the article while supporting the weight of the article on the load-bearing wheels by applying the weight of the article to the trucks in vertical alignment with the center of the load-bearing wheels.

3. A transporting method as claimed in claim 1 wherein only one truck of each pair is self-propelled.

4. A transporting method as claimed in claim 1 wherein both trucks of each pair are self-propelled.

5. A transporting method as claimed in claim 1 wherein operating the self-propelled trucks includes controlling the self-propelled trucks simultaneously.

6. A transporting method as claimed in claim 1 wherein operating the self-propelled trucks includes the

step of controlling the self-propelled trucks independently of one another.

7. A transporting method as claimed in claim 1 wherein each pair of trucks is controlled so that the lifting means on the truck on the one widthwise side of the article lifts the article at the same speed as the lifting means on the truck of the same pair on the other widthwise side of the article.

8. A method for transporting a railroad car which is equipped with bogies and is resting on a first set of rails in a direction transverse to a longitudinal axis of the car to a second set of rails, the railroad car having two lengthwise ends and two widthwise sides, said method comprising the steps of:

disposing a first pair of wheeled trucks at one of the lengthwise ends of the railroad car and a second pair of wheeled trucks at the other lengthwise end of the railroad car, the two trucks of each pair being located on opposite widthwise sides of the railroad car from one another, each of the trucks

being disposed near one of the bogies of the railroad car, at least one truck of each pair being self-propelled, each of the trucks being independently movable and steerable and being connected to the others solely by the car;
steering the trucks in the transverse direction in which the railroad car is to be transported;
lifting the railroad car by lifting means supported by the trucks to a level high enough to permit the bogies to clear the rails and any other obstacles between the first set of rails and the second set of rails;
operating the self-propelled trucks to propel the trucks and transport the railroad car transversely to the second
lowering the railroad car onto the second set of rails using said lifting means; and
removing said trucks from the railroad car.

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UNITED STATES PATENT AND TRADEMARK OFFICE
CERTIFICATE OF CORRECTION

PATENT NO. : 4,886,414

DATED : December 12, 1989

INVENTOR(S) : Yoshitada Fujita, Sadashi Hanada

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:
On the title page:

Under FOREIGN PATENT DOCUMENTS Of References Cited please change "710113 8/1927 Fed. Republic of Germany" to --71013 8/1927 Fed. Republic of Germany--.

Column 8, line 29, change "tracks" to --trucks--.

**Signed and Sealed this
Eighth Day of January, 1991**

Attest:

Attesting Officer

HARRY F. MANBECK, JR.

Commissioner of Patents and Trademarks